

**Air Quality Conformity Task Force
Summary Meeting Notes
August 22, 2013**

Participants:

Dick Fahey – Caltrans	Eric Schen – Caltrans
Andrea Gordon – BAAQMD	Ginger Vagenas – EPA
Amir Fanai – BAAQMD	Laura Stonehill – SFMTA
Jason Crow – CARB	Ken Kwong – SFMTA
Jim Pierson – City of Fremont	Brian Tebuse – Caltrans
Jessica von Borck – City of Fremont	Seana Gause – Sonoma County
Jeff Schwob – City of Fremont	Transportation Authority
Mohammad N. Barati – City of Oakland	Carolyn Clevenger – MTC
Glenn Kinoshita – Caltrans	Harold Brazil – MTC
Fred Witteborn – Caltrans	Adam Crenshaw – MTC

1. Welcome and Self Introductions: Carolyn Clevenger (MTC) called the meeting to order at 9:37 am.

2. PM_{2.5} Interagency Consultations

- a. Consultation to Determine Project of Air Quality Concern Status**
 - i. Fremont City Center Multi-Modal Improvements**

Jessica von Borck (City of Fremont) began a presentation on the Fremont City Center Multi-Modal Improvements project by stating that this project will serve as a national model of how an auto-oriented suburb can evolve into a sustainable, strategically urban, modern city. The Downtown Fremont Plan identifies Capitol Avenue as the "main" street for downtown Fremont by serving as the nexus between retail and employment centers to the southwest of the downtown with those to the northeast. This Plan also identified the need to strengthen this nexus, including pedestrian and bicycle connections between the Fremont BART Station and downtown Fremont. Jim Pierson (City of Fremont) commented that the project will improve bicycle and pedestrian connections between the Fremont downtown area and the BART station.

Ginger Vagenas (EPA) felt that this was a very good project, but requested (from the project sponsors) that the AADT and LOS data be put directly in the project assessment form as opposed to requiring task force members to find this information in other project documentation (which also was provided by the project sponsor).

Ginger and Dick Fahey (Caltrans) both felt that the Fremont City Center Multi-Modal Improvements project was not of air quality concern.

After this meeting (through follow-up email communication), Stew Sonnenberg (FHWA), Ted Matley (FTA) and Mike Brady (Caltrans) also stated that the Fremont City Center Multi-Modal Improvements project was not of air quality concern.

Final Determination: With input from all members, the Task Force concluded that the Fremont City Center Multi-Modal Improvements Project was not of air quality concern.

ii. Peralta and MLK Blvd Streetscape (Phase I)

Mohammad N. Barati (City of Oakland) described the Peralta and MLK Blvd Streetscape (Phase I) project by stating that this is actually two projects; a road diet on MLK Blvd from West Grand to 40th Street (1.2 miles) and no road diet on Peralta from 3rd to 36th Streets (1.5 miles). On the MLK Blvd portion, Mohammad indicated that the road diet will be a reduction from two lanes (each direction) to one with a center turn lane, a Class II bike lane will be included, in addition to new sidewalks, bulb-outs, improved crosswalks and pedestrian fixtures. For the Peralta portion of the project Mohammad stated that the project will include striping for new bike lanes, sidewalk improvements and pedestrian fixtures.

Ginger Vagenas (EPA) stated that the traffic volume numbers with the project are pretty low but she didn't see any diesel traffic estimates in the project assessment form. Mohammad responded by saying that there were no diesel volumes included in the traffic study, but the volumes were low – 6,200 AADT on MLK Blvd and 4,200 AADT on Peralta. Mohammad went onto say that truck traffic in the project area (in general) is low due to the residential land use in the neighborhood.

Ginger asked if the road diet on MLK Blvd would affect the LOS levels and Mohammad stated that (based on the traffic study for the project) there would be no effect on the LOS levels.

Ginger did not feel that this project was of air quality concern, but stated the project assessment form was missing LOS data and requested submission of this data to the task force so that the group could formally document a record of decision making.

Carolyn Clevenger (MTC) and Dick Fahey (Caltrans) also requested information about diesel trucks in the project area. Andrea Gordon (BAAQMD) asked, since the location of the project is near the Port of Oakland, why truck activity was not included in the assessment form. Mohammad responded by stating that the project was not located on a truck route and the traffic volumes on the roads in the project area are low.

Due to the absence of LOS and truck data at the meeting, the Task Force deferred a decision on this project until the project sponsor was able to provide the missing data.

After this meeting (through follow-up email communication), the project sponsor was able to provide the missing LOS and truck data for the Peralta and MLK Blvd Streetscape project to the entire task force. Stew, Ted and Mike indicated that the Peralta and MLK Blvd Streetscape (Phase I) project was not of air quality concern. Ginger and Dick confirmed their positions that the project was not of air quality concern.

Final Determination: With input from all members, the Task Force concluded that the Peralta and MLK Blvd Streetscape (Phase I) Project was not of air quality concern.

iii. HWY 101 HOV Lane 12/Steele - Follow-up College Ave

Glenn Kinoshita (Caltrans) and Eric Schen (Caltrans) gave a general overview the HWY 101 HOV Lane 12/Steele - Follow-up College Ave project by stating that this project is a local street improvement portion of a larger project which was completed previously (Route 12 to Steele Lane/HOV Widening project). The HOV Lane 12/Steele - Follow-up College Ave project will facilitate the local circulation and improve traffic operations. Eric went onto say that this project is basically a widening of College Ave. between Morgan Street and Cleveland Ave., one through lane in the westbound direction and an additional left turn lane in the eastbound direction (onto the northbound HWY 101 on-ramp). Glenn mentioned that the NEPA process for Environmental Assessment/Environmental Impact Report (EA/EIR) for this project was completed in 2003 and a revalidation was done in March 2010 for some scope changes on College Ave. Eric stated that due to funding constraints, the project was delayed until this time when resources have become available to build the project.

Glenn described the land uses in the project area as a mix of uses between residential and commercial with a college nearby. Seana Gause (Sonoma County Transportation Authority) added that this portion of the project on the local street was widened to accommodate the bridge at HWY 101 and include bike lanes and sidewalks underneath the freeway to make this location more bicycle and pedestrian friendly. Glenn went onto say that Caltrans does not expect the truck percentages to change significantly with truck volumes being less than 6,000 AADT in the year 2035 (much less than the 8% truck threshold).

Ginger asked Glenn to confirm that there was no change between the build and no-build alternatives AADT values and Glenn stated that the numbers stayed pretty much the same.

Ginger, Dick and Mike (through email communication previous to this meeting) all felt that the HWY 101 HOV Lane 12/Steele - Follow-up College Ave project was not of air quality concern. After this meeting (also through follow-up email communication), Stew and Ted stated that this project was not of air quality concern.

Final Determination: With input from all members, the Task Force concluded that the HWY 101 HOV Lane 12/Steele - Follow-up College Ave Project was not of air quality concern.

**b. Confirmation of the list of exempt projects from PM_{2.5} conformity
[2b_Exempt_List_081513_1.pdf]**

From the original exempt project list above, the Task force (most notably Ginger and Mike) determined that the following projects needed to be removed from the exempt list due to o the project either being a road diet project or needing to be on the 40 CFR 93.127 exempt list (with possibly needing hot spot consideration):

ALA 130014	SCL 130015	CC 130013
ALA 130015	CC 130007	SCL 130007
CC 130006	CC 130011	SCL 130010

The updated list of 40 CFR 93.126 exempt projects from PM_{2.5} conformity became "2b_Exempt List 082913.pdf" and was submitted to all task force members for review.

Final Determination: With input from all members, the Task Force concluded that the projects on the exempt list are exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

a. Interagency Consultation for Non-Exempt Not Regionally Significant Projects in proposed TIP Amendment 13-03

Adam Crenshaw (MTC) discussed an MTC staff memo requesting the Task Force's concurrence that the 14 projects be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as these projects would not affect the regional transportation model used in analyzing regional air quality conformity. Adam went on to add that these projects fall into five categories: 1) Road Extensions; 2) Rideshare Expansions; 3) Transit Center Short Term Parking Lot Construction; 4) Road Diets with ADT above 20,000; and 5) Road Diets with ADT below 20,000 and MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes at this time.

There were no comments on this agenda item from the group, but Ginger requested to hear thoughts from other members of Task Force. Through email communications after this meeting, no additional comments were received concerning this item.

Final Determination: After input from all members, complete concurrence was agreed to by the Task Force that the 14 projects will be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as these projects will not affect the regional transportation model used in analyzing regional air quality conformity.

4. Consent Calendar

a. July 25, 2013 Air Quality Conformity Task Force Meeting Summary 4a_AQCTF_Meeting_Notes_Summary-072513.pdf

Ginger commented that an edit to the Eddy and Ellis Traffic Calming Improvement Project, final determination paragraph needed to be made to include EPA's concurrence with the not of air quality concern determination. Ginger's edit was incorporated into the Task Force meeting summary and (after this meeting) the updated version was submitted to all task force members for review.

Final Determination: With input from all members, the Task Force concluded that the consent calendar was approved.